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SOURCE Officer of an Italian merchant ship.

Source's ship arrived in Gdansk 17 Feb 54 with a cargo of 9600 tons of iron ore from Mormugao, Portuguese India. It discharged its cargo and left Gdansk 24 Feb 54 in ballast for Kiel.

The Office of Naval Intelligence, 5ND, in Report No. 19-C-54, furnished the following information to CIA for IAC dissemination in accordance with paragraph 3c of NSCID #7.7

1. My ship left Mormugao, Portuguese India on 10 Jan 54 with a cargo of 9600 tons of high-grade (50 per cent) iron ore and arrived at Gdansk on 17 Feb 54. About one and one-half to two miles from the harbor entrance a pilot came aboard who directed the ship to the dock on the west side of the ore-loading depot (54° 23' 20" N, 18° 40' 17" E). Upon arrival at the dock a thorough search lasting four to five hours was conducted by 30 armed men, and a more perfunctory search was done at the time of departure. While tied up at the dock there were three armed guards on duty, one each at the bow, the stern, and the gangway. The members of the crew were permitted to go ashore freely, remain overnight, and they were issued passes at the gangway on leaving the ship.

Vessels Observed

2. I saw one Finnish and one Soviet ocean-going ship while in Gdansk harbor; one Polish ship, the "Warszawa" about the size of my ship; one UK vessel, the "Argolib" which was loading coal on the east side of the harbor described as the Coal Tips on H. O. Chart #4928. As my ship entered the harbor I observed three or four unnamed Soviet ice-breakers. On leaving Gdansk my ship was icebound outside the harbor until we were invited to follow a Soviet ice-breaker that was leading the way for a smaller Soviet ship. The Soviet ice-breaker did an excellent job and I believe that all the Soviet ice-breakers were berthed in the Freihafen (54° 24' 30" N, 18° 34' 30" E), just inside the breakwater. I saw no naval vessels while in Gdansk.

Port Facilities

3. My ship experienced damage to various pipes, etc., while passing through the ice upon entering the harbor, and these necessary repairs were effected while in Gdansk. Several electric cranes were used to unload the iron ore from my ship,

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and the cranes appeared to be in excellent condition. However, the workers at the pier who appeared to be Polish did not accomplish much although they worked long hours. Some of the workers stayed until midnight, but only one hour's work was actually accomplished despite several hours' attempt at the job. The draft on my ship upon entering Gdansk was 28½ feet and I do not recall the draft when my ship left in ballast.

Miscellaneous

4. There is a small ferry running from the end of the ore-loading depot across the river and downstream about one-quarter mile to Neufahrwasser where the office of my ship's agents was located. My ship's stores needed replenishing and purchases were made from Baltona, the state-owned ship's chandlers. The stock of goods handled by Baltona is excellent but only foreigners can make purchases, and the Soviet ships bought heavily from the store. The store I noted carried the Italian Communist newspapers. I quote from the Baltona invoice of 18 Feb 54 with regard to the items purchased and the price of the goods:

Quantity		Description	Price	Total
50	p	Wheat Bread	0.12	6.-
1080	p	Exp. Eggs		
		per doz.	0.51	45.90
30	kg'	Melted Lard	0.45	13.50
30	kg'	Pork Cutlets	0.88	26.40
1050	"	Beef E.Q.	0.57	599.07
30	"	Fr. Butter	1.21	36.30
20	"	Pork Liver	0.54	10.80
10	"	Sourorout	0.12	1.20
50	"	Exp. Hens	1.10	55.-
50	"	Fr. Codling	0.20	10.-
50	"	Fr. Apples	0.25	12.50
2.5	"	Celery	0.30	0.75
2.5	"	Parsley	0.30	0.75
100	"	Potatoes	3.70	3.70
25	"	Edam Cheese	0.80	20.-
25	"	Tilsit Cheese	0.80	20.-
149	"	Roast Beef	0.76	113.24
		T o t a l	\$	975.11
		- 5% disc. for the Owner	-	48.76
			\$	926.35

Say: Nine hundreds and twenty-six and 35/100 dollars."

5. While visiting in the city I noted very few goods for sale in the shop windows, and the available items were very highly priced. As examples, a pair of shoes were priced at 600-700 zloties, and watches at 500-1000 zloties. The black market was active and members of the crew were solicited to make exchanges since they were not allowed to possess Polish currency. The articles the crew members bartered were in exchange for "entertainment". The city of Gdynia offered more entertainment for the seamen than Gdansk as the latter city seemed to be "lourning". The city of Gdansk was covered with ice and snow, and I noticed no fortifications nor encountered any restricted areas. I did see several jet planes over Gdansk which appeared to come from the west.

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Transportation Facilities Between Gdansk and Gdynia

6. There are several modes of transportation available between Gdansk and Gdynia including taxi service, electric streetcar, bus and Diesel train. The taxi takes 40 minutes for the trip and costs 150 zloties. The electric streetcar does not go all the way into Gdynia but stops at the outskirts of the city where it is necessary to take a bus the remaining distance. The trip by streetcar also takes about 40 minutes and the car on this route is #7. At Gdansk an electric streetcar #3 goes to the Neufahrwasser ferry which crosses to the dock near where my ship was located. In the daytime the buses leave every half hour and in the evening the service is one per hour until midnight, after which service is suspended until 6:00 A.M.
7. The highway between Gdansk and Gdynia appears to be in good condition, although in some places work is still in progress which areas are marked by red night lights and tool cars. The taxi in which I was riding from Gdynia to Gdansk made a detour about one-quarter of a mile on the right side of the road as we approached Gdansk. The highway is dual-lane, smooth surfaced, and divided in the center by a tree-lined strip of unpaved earth. The electric streetcar tracks run on both sides of the highway.

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